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THE OLD POST

ILLUSTRATED QUARTERLY NEWSPAPER

Jemez Riders Altamont Riders
Scoville Riders
Encouraging safe riding habits and
raising awareness for motorcyclists at
LANL, LLNL & INL

Est. 1865

Monday, November 23, 1931

Price 5c

RIDING SINCE 1920

Imagine a riding family lineage going back 20 years prior to WWII

Randy McCrone's (LANL PIO-CM Superintendent) great-uncle Bill (Grams) Gately's first bike was a 1920 Indian Power Plus. He was a machinist at the Breach Mechanism Shop of the Naval Gun Factory, Washington D.C. In July of 1920, he was asked by the commander to promote "recreational" motorcycling. Grams made a trans-continental trip by motorcycle and

was given the opportunity to visit the Naval Yards and Naval Stations on the west coast.

When his dad and Uncle Bill (Bill Jr) were kids, they were told that if they wanted to ride motorcycles, they have to learn how to work on them first. Their first bike as a 1920 Indian Scout that they pulled out of a junkyard. It turned out the original owner had attempted to use it as a boat motor and had in fact secured the entire bike inside the boat trying to drive the propeller with the rear wheel of the bike. Once road worthy, they

rode it up until they went off to serve our country in WWII. While they were in Europe, Randy's dad discovered the English motorcycle "Matchless." After making it home from the war, his dad told his uncle about the Matchless and they found a dealership in Baltimore. They each ordered a 1947 Matchless G80 which were equipped with a 500cc single cylinder.

Uncle Bill became a motorcycle police officer for the Washington D.C. Police Dept and Randy's dad rode his G80 off into the sunset...all the way to Wichita Falls, TX



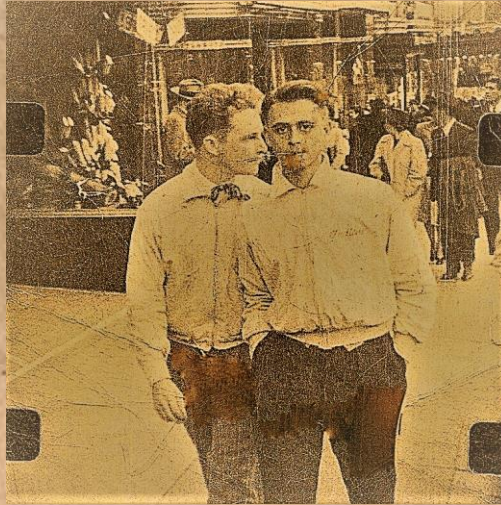
Grams Gately

RIDING SINCE 1920

Continued from Page 1

where he met Randy's mother. The Gately clan became an avid motorcycling racing family and are still in it today. They race Triumphs in the 750cc class on the AFT circuit.

Randy has been riding since he was 9 years old. He started "flat tracking" a Honda trail 50 and moved up as he grew in size. He's owned several metrics over the years including a 1960 Matchless GS12 650cc and is now the proud owner of a 2004 FLSTF Fat Boy.



Dad and Uncle Bill in D.C.



Dad and Uncle Bill's 1920 Indian Scout



UNITED STATES NAVY YARD,
WASHINGTON, D. C.
COMMANDANT'S OFFICE

509-A

July 1 1920

From: Commandant.
To: Commandant, Navy Yard,
Puget Sound, Mare Island, and
All U.S. Naval Stations, West Coast.

Subject: Identification of bearer, Mr. Wm. H. Gately.

1. The bearer of this communication is Mr. Wm. H. Gately of the Breach Mechanism Shop of the Naval Gun Factory, Washington, D. C.
2. Mr. Gately is starting today on a trans-continental trip by motorcycle and anticipates visiting unofficially naval stations on the West Coast. On this trip he will represent the Recreation League of the Washington Navy Yard and will be glad to talk over Recreational and Morale activities of your station with any representative of such activities you may care to designate.
3. The Commandant takes this opportunity to extend greetings and best wishes to any Commandant to which this letter may be presented.

JJR/G- - - - - J.J. Raby, Acting - - - - -

Travel Letter From Commander J.J. Raby

SAFETY INITIATIVE #1018



- Eye Catching
- Saves Lives
- Creates Buzz
- Looks Cool



to adhere “LANL BIKER AWARENESS” decals to the back windows of as many Gov vehicles as we can. Over the years, our logo has become synonymous with motorcycle safety here at LANL. They are proven conversation starters and because of the sugar skull design, very New Mexican.

It’s our hope that when drivers step into their Gov vehicles and see the decal, they will instantly be reminded of motorcycles on the roads. Same goes for drivers who see the decal on vehicles in front of them. Because of how colorful they are and the New Mexico styled “sugar skull,” people will surely notice and remember them.

MSC gets the “okay” to place safety initiative decals on Gov vehicles.

Motorcycling is a growing

mode of transportation to and from work. It is also one of the most economical and environmentally friendly ways to commute. Unfortunately, it can also be one of the most

dangerous.

The MSC’s longstanding goals are to encourage motorcyclist safe riding habits as well as raise awareness among vehicle drivers. We have done this with banners,

posters, authoring state and local proclamations declaring May *Motorcycle Awareness Month*, and informational WESST Fest booths.

Our latest campaign is

If you would like to help the MSC by ordering some of these free decals and placing them in the lower, driver’s side rear window, please contact Richard Sturgeon at: sturg@lanl.gov or 5-2167.

LAWS: DO YOU KNOW THEM?

Weird Motorcycle Laws Exist...For Some Reason

When you get a motorcycle license, there are a lots of new laws and regulations you need to learn. While most will be useful, some laws, that may have been relevant at some time in history, really should have faded away into obscurity.

According to Minnesota's 7411.0565, all students in a motorcycle endorsement program must wear pants.

In Tennessee, it's illegal to hunt any game (except for whales) from a

moving automobile or motorcycle.

By law, it is illegal to operate a motorcycle blindfolded in the state of Alabama.

According to Virginia's 18.2-422, you can't conceal your identity while in certain places, including on a motorcycle.



In Massachusetts, it is against the law to have a gorilla as a passenger.

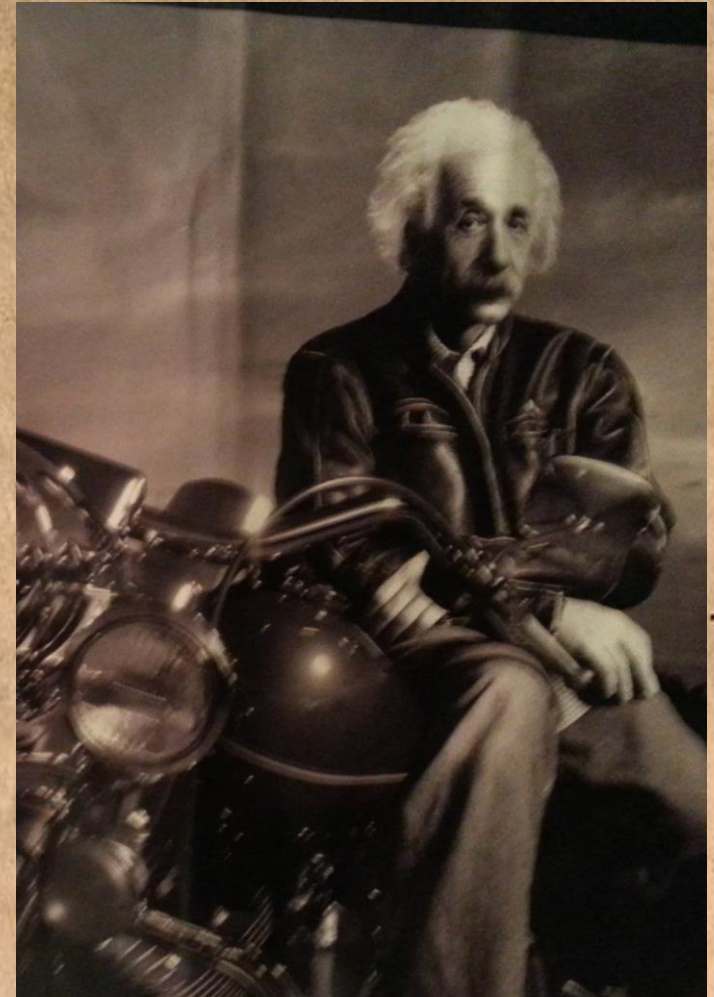
Maine's Title 29-A-2062 states that a person may not intentionally or knowingly raise the front

wheel of a motorcycle off the surface. The law does not cover the claim if one unintentionally pulls a wheelie.

In Minnetonka, MN, you are considered a "nuisance that affects public peace, safety, and general welfare" if you ride a motorcycle with dirty tires.

West Virginia's 20-15-5 says it's illegal to operate a motorcycle outside of your ability. So basically, there is a law against being "that guy."

In China, it's illegal to stop for pedestrians who try to cross the road. You read that right. It is against the law to not run someone down in China if they jaywalk in front of a motorcycle.

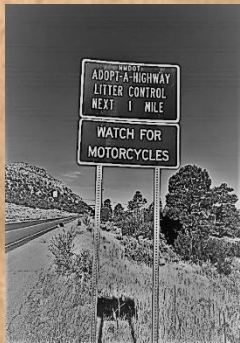


President of the Jemez Riders RG, Albert "Mad Dog" Einstein formulates $E=MC^2$ after conking his head in a bad "whiskey throttle" incident in 1905. He was a great thinker, but a crappy rider.

POLLUTION

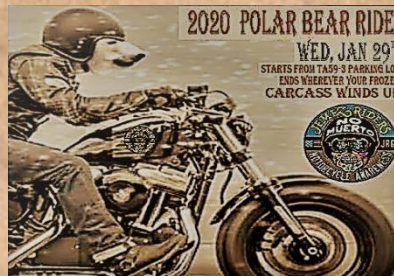
You know it's impossible for us to publish a Newsletter without mentioning our Adopt-A-Highway efforts

Even though 2020 has been a mess, the Jemez Riders refused to allow litter bugs to mess up our 2 Adopt-A-Highway sections leading into and out of Los Alamos and White Rock, NM.



Between the efforts in June, and again in October, we filled over 100 bags of trash and removed assorted road debris. Thank you to all the volunteers who help keep our little section of our town clean.

POLAR BEAR



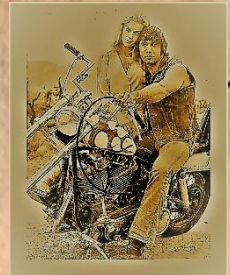
LANL's 2020 Polar Bear Ride Breaks Records

Only 3 riders were brave enough to venture out on that cold, blustery winter day. With temperatures reaching -10 deg with sustained -18 deg wind chill factor and traveling 65 mph, it was estimated that the temperatures on their faces were -134 deg. (These numbers were not independently fact checked.)

BIKER MOVIE REVIEW

C.C. and Company

It's terrible.



DOE MSCs



SIMPLY THE GREATEST MOTORCYCLE COMIC STRIP, EVER



FEEDING THE HOMELESS



Albuquerque has a homeless problem.

A small group of motorcyclists in Albuquerque, who collectively refer to themselves as

God's Misfitz, are on a quest. Their mission is quite simple. Every 2 weeks, they ride out and feed Albuquerque's homeless. They also give them clothing because as you know, the nights in the desert

become very cold when the sun goes down. And they don't wait for the homeless to come to them, they go out into the darkness and find them.

After connecting on

In October, and again in November, some members of LANL's MSC ventured down to Albuquerque, New Mexico to help a motorcycle crew feed the homeless...

Facebook, God's Misfitz reached out and invited several members of the MSC's Jemez Riders to join them.

The group got started at 9:00PM and didn't finish until after 2:00AM. We went to approximately 10 areas where we'd stop for a period of time, and wait. The homeless would appear, out of the darkness, cold and hungry. Without

judgement, each and every person that arrived was given food, clothing, a prayer and anything else they needed. It was one of the most humbling nights of our lives.

The top photo features some of the bikers heading out into the night. The bottom photo is Luis Santana (NPI-7) assisting with security near the back of the van.

1931 ACCIDENT REPORT

- Roadway defects cause only about 2% of all motorcycle accidents, animals account for about 1%.
- Only 25% of motorcycle accidents are single vehicle accidents involving the motorcycle colliding with the roadway of some fixed object in the environment.
- Almost 50% of all fatal motorcycle accidents are alcohol related.
- Injury severity increases with speed, alcohol involvement, and motorcycle size.
- The typical motorcycle accident allows the motorcyclist less than 2 seconds to complete all collision avoidance action.
- Motorcycle riders without a motorcycle license, without any license, or with a license that was revoked are significantly overrepresented in motorcycle accidents.
- Motorcycle modifications such as those associated with the semi-chopper or café racers are significantly overrepresented in accidents.
- The likelihood of injury is extremely high in motorcycle accidents: 98% of multiple vehicle collisions and 96% of the single vehicle accidents resulted in some kind of injury to the motorcycle rider; 45% resulted in more than a minor injury.
- Half of the injuries to motorcyclists are to the ankle-foot, lower leg, knee and thigh-upper leg.
- Groin injuries are sustained by motorcyclists in at least 13% of accidents.
- Crash bars are not an effective injury countermeasure. The reduction of injury to the ankle-foot is balanced by increase of injury to the thigh-upper leg, knee, and lower leg.
- Motorcycles equipped with fairings and windshields are underrepresented in accidents, most likely because of the contribution to conspicuousness and the association with more experienced and trained riders.
- The average speed of a motorcycle prior to an accident is 29.8 mph, 21.5 mph at the time of impact, and in only 1/1000 of cases is speed approximately 86 mph at the time of impact.
- The motorcycle riders involved in accidents are essentially without training; 92% were self-taught or learned from family or friends. Motorcycle rider training experience reduces accident involvement and is related to reduced injuries in the event of accidents.
- In 98% of motorcycle accidents, weather is not a contributing factor.
- Mechanical failure accounts for less than 3% of motorcycle accidents. The majority of those are puncture flats.
- This data actually came from the future (2018).

**YOU DRINK.
YOU RIDE.
YOU CRASH.
YOU DIE.**



**YOUR BROTHER-IN-LAW,
SKEETER, GETS YOUR BIKE.**

YOU LOSE.



ADVERTISEMENTS

TATTOOS

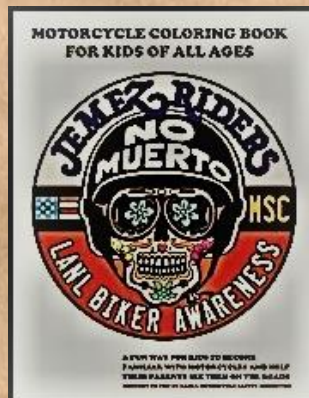


BAG TAGS

These sturdy plastic bag tags are approx. 2" x 3.5" and each come with a strap. Your name, group, phone # and any other info can be written on the back of the tag with a permanent marker. (Free)

COLORING BOOK

A one-of-a-kind motorcycle awareness coloring book that is sure to be a hit with kids of all ages. (Free)



What would a motorcycle newsletter be without an advertisement for sweet tattoos? These almost permanent tats may only be 1.75" but their impact is massive. Walking into a biker bar with one of these bad boys on your neck announces who the big dog is. Bikers will step aside, bartenders will hand you an Orange Soda on the house, the juke box will immediately play Bad Bad Leroy Brown, sewer rats will scurry... (All for free)



No, this isn't Marty Feldman. It is a car windshield sun shade. But since this paper is from 1931, we'll say it's for a horseless-carriage. (Free)